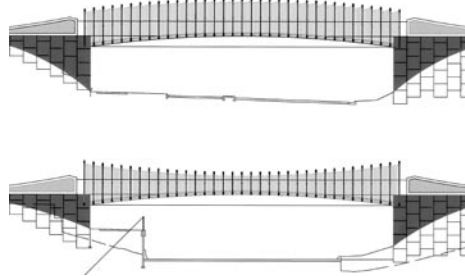


ARLINGTON BOULEVARD



for Arlington County Cultural Affairs Division



&



PUBLIC ART

by

Vicki Scuri SiteWorks
October 2004

Arlington Boulevard Overview: 10th Street and Courthouse Road Interchanges

The purpose of this report is to outline urban design and public art opportunities for Arlington Boulevard Improvements. Specifically, the work is focused on the stretch of highway between 10th Street and Courthouse Road Interchanges. These interchanges bracket Clarendon-Courthouse. Clarendon is a shopping hub and Courthouse is an area that houses government offices. While the conceptual designs presented in this report are specific to our project site, the work is designed as a kit of parts that may be adapted and applied to subsequent improvements along Arlington Boulevard.

As a team, we feel it is important to mark these interchanges and to relate them back to Clarendon-Courthouse metro area. The project site is a few blocks southeast of downtown. While very close to the core, it does not feel related to the core at the side. It is an urban /suburban edge, that is not clearly defined. It is our intention to enhance this site bringing it into the fabric of the community. Also, it is our goal to make it recognizable from Route 50 which is an historic highway crossing the United States, west to east, beginning in Sacramento and ending in Washington, DC.

This report focuses on several big gestures, designed to establish a language for Arlington Boulevard that may be extended to future development.

- First, the interchanges are viewed as identity opportunities. A series of conceptual designs are explored, ranging from minimal statements to more elaborate statements with lighting and screening.

- The intent is to create a range of hierarchy and design options that can be developed for our project and adapted to subsequent projects, like the interchange at the entry to Rosslyn where a missile barrier is required.

- As the site is compressed, and some users of the roadway will primarily experience Jersey barriers, special attention needs to be paid to the selection of this barrier. We recommend some form of an open rail, either modern or historic, combined with integral color to recall the red clay of the area, transforming the typical gray barrier into something slightly special.

- Existing walls along Arlington Boulevard could be stained with a similar red hue, providing color recognition along the Boulevard, transforming the extensive unadorned gray surfaces. Also drought resistant plant materials like Virginia Creeper could be introduced at these sites. This would be cost effective and transformational.

- As a result of the highway improvements a number of trees will be removed. This is currently a very wooded site with a beautiful tree canopy. The tree canopy and the variety of leaf forms on the site offer inspiration for the pattern work of the proposed sound and retaining walls that will be introduced to the site with the street improvements.

- For the purpose of this study, a heart-shaped leaf is applied to an MSE pattern grid, and arrayed to create a pattern. As the leaf imagery is cropped, the design moves between recognizable leaf forms to greater levels of abstraction. While only one leaf type is studied for this report, other leaf forms could be adapted to this concept, creating a great variety of leaf patterning that could be applied throughout the corridor with subsequent improvements along Arlington Boulevard.

- In addition to referencing the tree canopy of the site, river rocks will be included as a counterpoint texture to the sculpted leaf forms. While there is not a creek directly under our site, Rocky Run Creek was enclosed beneath Arlington Boulevard sometime during the 1950's.

- It is our intention to keep as many of the trees along the alignment as possible. However, there will be substantial opportunities to introduce new plant materials and patterning. The landscape opportunities are described as follows:

- i. gateway landscapes at the interchanges
- ii. upland patterned planting on the wedge and rises
- iii. wetland opportunities (swales) along the multiuse paths and roadways

- Finally, lighting is an important consideration. Some possibilities include:

- i. The pedestrian lighting along the multiuse path could be a signature element for the project, as it is continuous throughout our site. It provides a recognizable edge that is seen from a distance, including from Arlington Boulevard.

- ii. Transition lighting at the interchanges and roadway could be selected to reflect the woodland identity of the site. In other

instead of selecting a "highway generic" we select a fixture that has organic character and distinguished Arlington Boulevard from Route 50.

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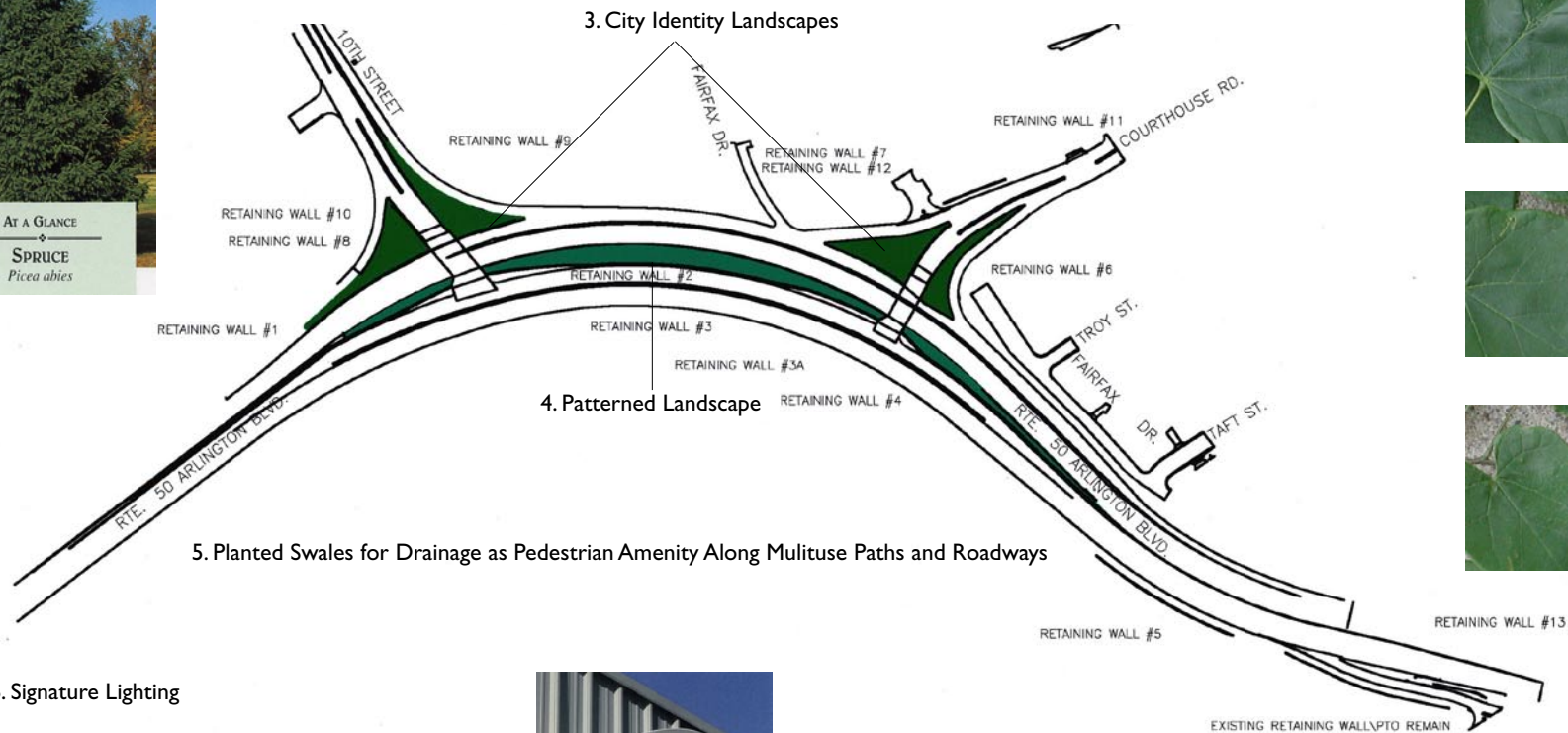
Executive Summary:

- The public art and urban design opportunities for Arlington Boulevard are multifaceted. Boulevard improvements support increased mobility and provide opportunities for wayfinding, placemaking, and beautification. The recommendations for this section of Arlington Boulevard may be viewed as a kit of parts that may be adapted to other parts of the Boulevard to provide continuity and identity for Arlington County.
- Courthouse Road Bridge and 10th Street Bridge present identity opportunities. They may feature LED light armatures that imply arcs, updating the neocolonial/post modern architecture of Clarendon-Courthouse with a contemporary and timeless look. For the purposes of this report, these light arcs are interpreted in several ways, to provide a range of choices and hierarchy of form.
- All Jersey barriers may be specified as “windowed” to relieve the perceived and real compression of space. A standard “church window” variation or a modern equivalent should be applied throughout the site.
- Color helps to create identity. Both existing walls and all new walls (including Jersey barriers) may benefit from the addition of color. Red clay is an indigenous material to the area. This red hue could be applied as stain or as an integral color to all walls along Arlington Boulevard.
- All MSE walls may carry custom leaf patterning suggesting the tree canopy of the site. As many trees will be removed due to the highway improvements, it is desirable to “soften” the concrete infrastructure with patterning and greening, while paying homage to the removed trees. While only one leaf type is studied for this report, other leaf forms could be adapted to this concept, creating a great variety of leaf patterning that could be applied throughout the corridor with subsequent improvements along Arlington Boulevard.
- Patterned landscapes may be implemented to support gateway bridges, adding color, texture, and seasonal change, announcing arrival and departure from Clarendon-Courthouse. Also, broad-brush serpentine tree lines with mass plantings may be sited in the wedge between the roadways promoting a sense of movement and washes of color.
- Drainage may be treated as an amenity to enhance paths and roadways, introducing attractively planted swales to collect runoff and to create landscape features.
- Pedestrian lighting and roadway lighting are potentially signature elements, providing distinction to Arlington Boulevard. Ideally, pedestrian lighting will be modern yet classically inspired. The light source will be indirect, providing soft light with no glare. Roadway lighting will be selected for functionality and to enhance the woodland quality of the site.

SITE PLAN with Proposed Enhancement Thumb Notes

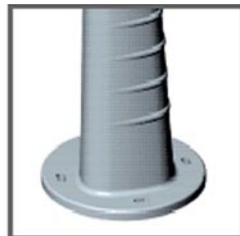
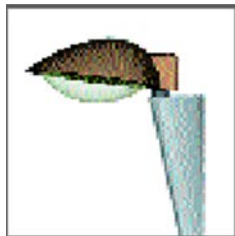
I. City Identity Bridges

2. Patterned Concrete



5. Planted Swales for Drainage as Pedestrian Amenity Along Multituse Paths and Roadways

6. Signature Lighting





Top left, Courthouse neighborhood.

Top right, Courthouse neighborhood.

Below left, Downtown Clarendon-Courthouse.



Below right, Courthouse neighborhood, Arlington County Offices. Arlington is best known as a government center.

Courthouse neighborhood is distinctive in a number of ways. It is adjacent to the Arlington County Courthouse and the jail. It is one of the first, if not the earliest neighborhood that grew from the deliberate planning of streets. Originally sparsely populated farmland, subdivisions were laid out around the turn of the century. Locations were usually related to trolleys or railroad stops.

The origins of the name Clarendon are not entirely clear. It is inferred that it may honor the Earl of Clarendon, an English historian and statesman, 1609-1674. Early correspondences between the Earl and Virginia colonists exist.

Today the Clarendon-Courthouse area is a thriving metro center. It is on the threshold of intensive urban development. A vibrant government center, with pedestrian friendly streets, upscale retail, fine restaurants, entertainment and superb housing stock, Clarendon-Courthouse is a desirable place to live, work and play.





Top left, stencil-cut car-sharing signs.

Top right, stencil-cut signs, detail. These imaginative and playful cutout images enliven the street and promote orientation. They echo the many decorative details found throughout the area, which are defined by brick patterning, stone masonry, wrought iron grills, ornamental rails, and classically inspired ornamentation.

Below left, interpretive signage, detail.

Below right, this interpretive sign marks a Clarendon-Courthouse bus stop at a corner lot with a community garden.

The 1900 "Plan of Clarendon" was originally laid out along the trolley lines. It is one of the first planned subdivisions. At the turn of the century, Clarendon lots sold for \$90.00 - \$140.00. Between the two World Wars, prefabricated Sears Homes could be ordered in various styles. Many Sears homes are still standing in Arlington County.





Top left, this mixed-use development with retail, restaurants, pocket park and housing promotes pedestrian activity by providing easy access to shops, services, restaurants and public transportation.



Top right, another example of mixed-use development, with housing on the second level. Much of Clarendon's urban development is neocolonial, post-modern contemporary with classical ornamentation or facades influenced by its proximity to Washington, DC.



Below left, a sidewalk cafe. This is one of many sidewalk cafes promoting a "European" ambience to the street.



Below right, street level retail with upper level parking garage "dressed" to gentrify the street.



Top left, bus shelter. The geometric sandblast patterns on this bus shelter add to the visual texture of the city, transforming the generic with playful imagination.



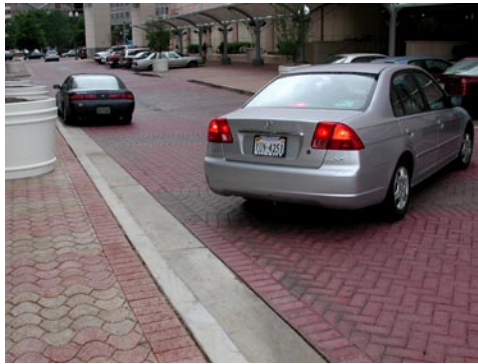
Top right, a tree guard and bench. Ornamental metalwork is still very popular in Arlington County, recalling the colonial era of metal-smithing and craftsmanship. Modern workmanship replicates historical forms. Perhaps the next step for Clarendon is to create new forms that are unique to Clarendon like stencil cut interpretive signage.



Below left, a classical geometric pattern defining a crosswalk. This stencil pattern is attractive and effective, providing pedestrian scale and prominence to pedestrian activities.



Below right, a decorative rail. Everywhere one looks in Clarendon decorative patterns appear. This ornamental rail picks up the leaf motif of the adjacent tree guard, above.



Top left, concrete brick pavers define the streetscape.

Top right, lines of inlaid red brick add color and scale to this neighborhood sidewalk.

Below left, concrete and brick patterning on a median.

Below right, multicolored concrete brick paving at commercial development.

Throughout Clarendon, brick paving dresses many sidewalks and streets. This is one of Clarendon's most distinctive features. Historically, the Potomac River was a source of red clay with brick factories along its shores. Many of Arlington's early homes and streetscapes evidence the abundance and popularity of bricks.





Top left, this attractive red stone wall at Fort Myer matches the color of red clay found in some Arlington neighborhoods. This color is extremely attractive and unique to Arlington. A variation of this color may be applied as a stain to existing sound and retaining walls to provide interest and regional identity.

Top right, red stone garden ornaments.



Middle right, a quartz rock perimeter wall at a nearby residence. Many homes feature stone work, but this quartz is unique.

Below right, a stone home. Both contemporary homes and older homes demonstrate residents' love of stone.



Bottom left, these stone columns and wrought iron grill work provide attractive detailing.





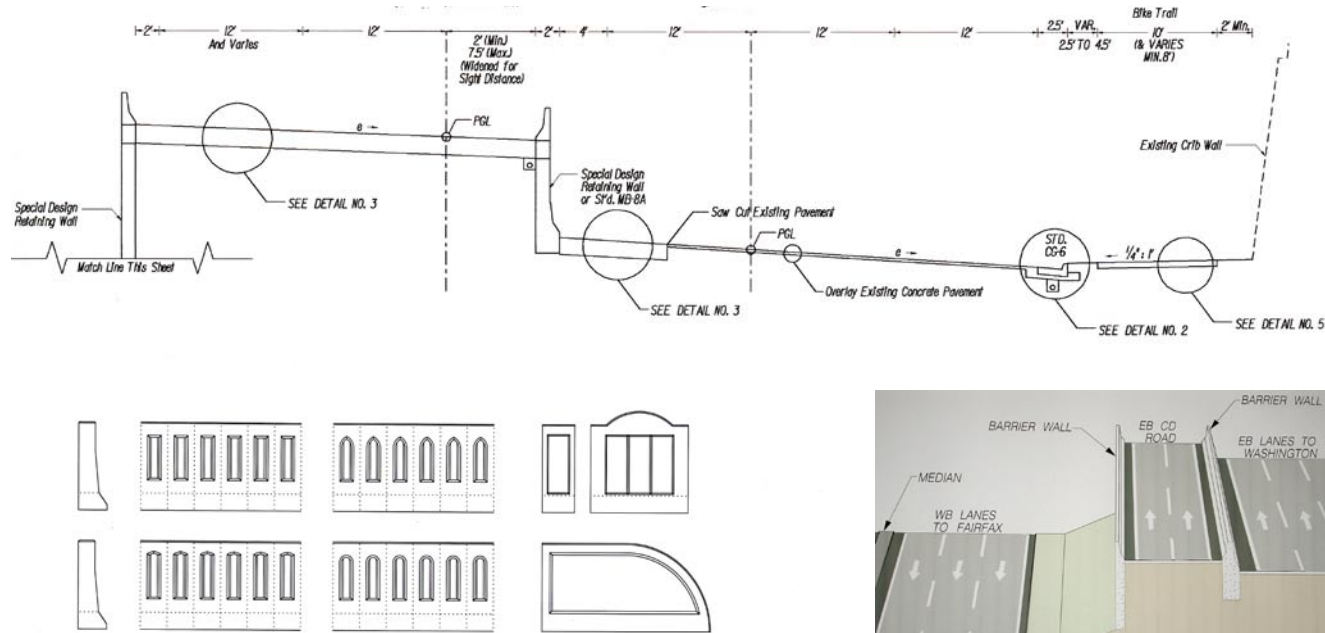
Top left, Arlington Boulevard project site. At our site, Arlington Boulevard is a pastoral arterial, that crosses Arlington County east-west. Nationally, Arlington Boulevard, better known as Route 50, starts in Washington, DC and crosses the United States to Sacramento, originally San Francisco. It passes through hundreds of time worn small towns, untouched by the onslaught of Wal-Marts and fast-food franchises. Time Magazine (July 7, 1997) devoted nearly an entire issue to the story of this road, calling it the "Backbone of America."

Top right, an existing retaining wall that will remain during and after the road improvements. This wall, though some deem it ugly, can be seen as an attractive structure. The repetition of form mitigates mass and provides relief through shadow play over form. This wall could become more attractive by planting Virginia Creeper adjacent to the wall in the planting strip, allowing the vine to weave patterns over the forms in unexpected ways.



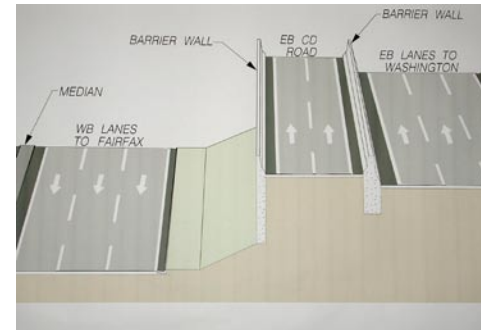
Below left, existing, typical railing, on 10th Street and Courthouse Road Bridges. This railing is functional and attractive, marking an earlier era of engineering aesthetics.

Below right, existing 10th Street Bridge. Many of the details of this bridge recall early parkway architecture: arched piers, green tiered span and customized railing, designed for form and function.

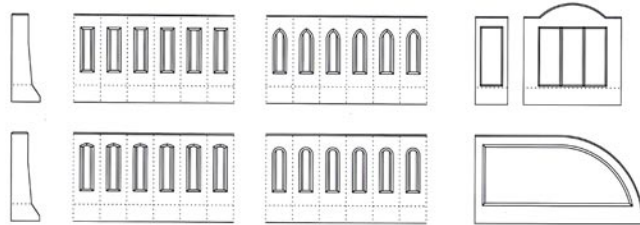


Top center, typical roadway cross-section of our project. The site is very compressed due to the terrain elevation changes. The uppermost roadway is bounded by Jersey barriers. The driving experience would be greatly enhanced by using an open rail, either a historic "church window" variation or a modern open rail.

Middle right, detail: roadway cross-section illustrating change of plane, and relationships of travel lanes.



Middle left, standard church window rail illustration. This is one of several variations that are commercially available and rated.

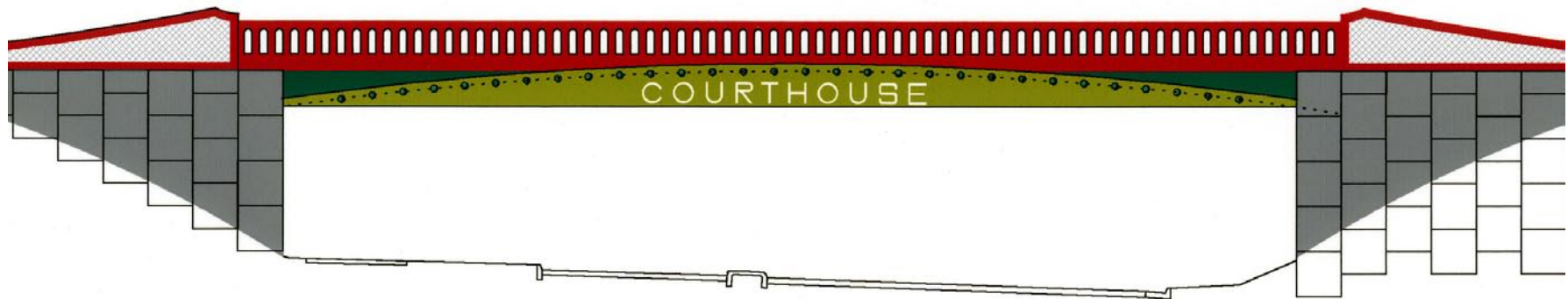


Below left, example of a church window rail in-place on a project in Tacoma, WA. Some of the historic parkway infrastructure employed architectural features like the open church rail. It is more graceful and interesting than a standard Jersey barrier. In some areas of our project, the barrier is the only visible feature, for example on the upper roadway. It is recommended that all of the barriers are specified as open rails, either modern variations, or historic church window variations.

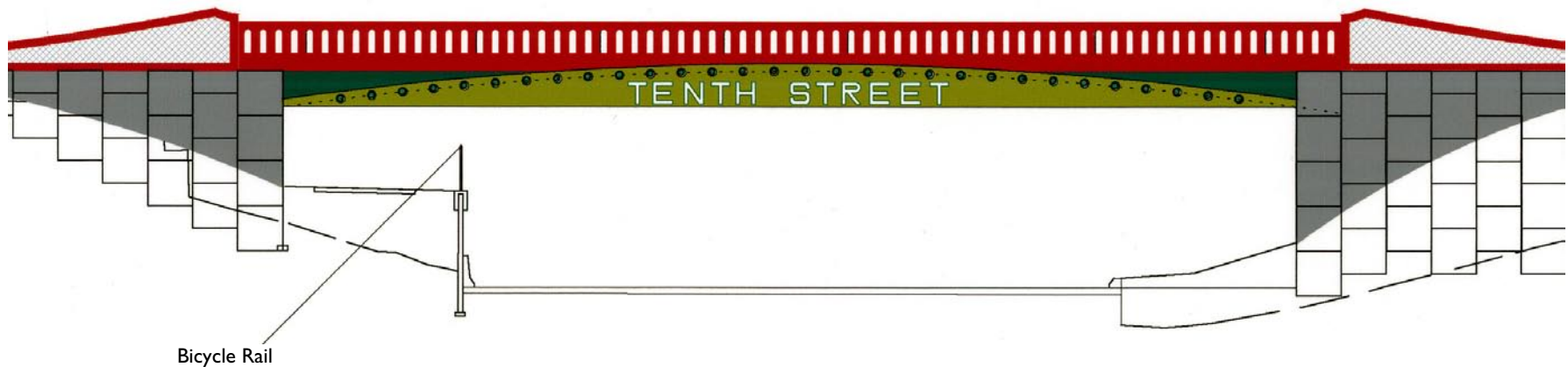


Below right, the NE 90th bridge, in Redmond, WA. This project features a modern open barrier, canted pedestrian rail and nighttime illumination to add form and drama.

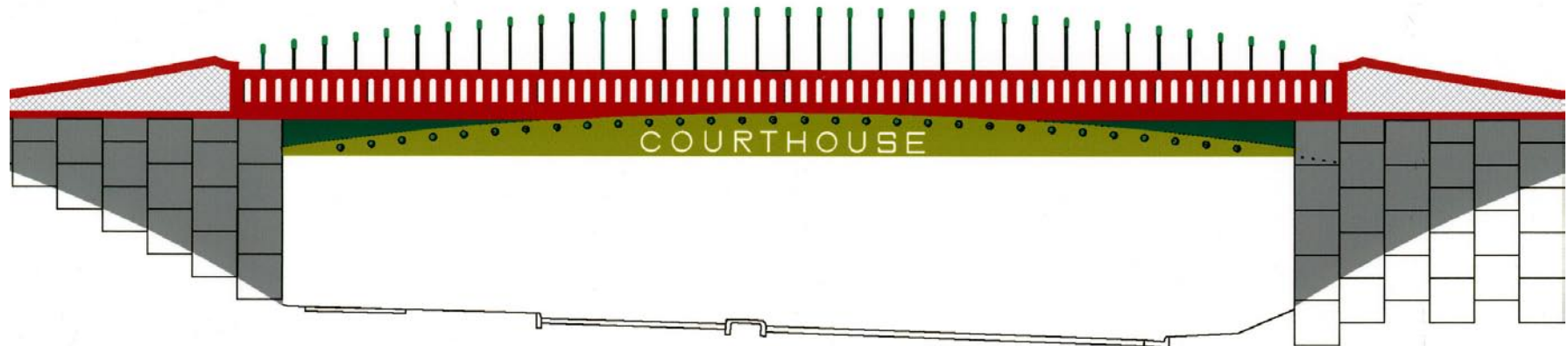
Option A: Bridge Study with LED light arc facade, integral-colored concrete open rail and transition tails, stainless steel diamond plate inserts, MSE patterned walls (not illustrated)



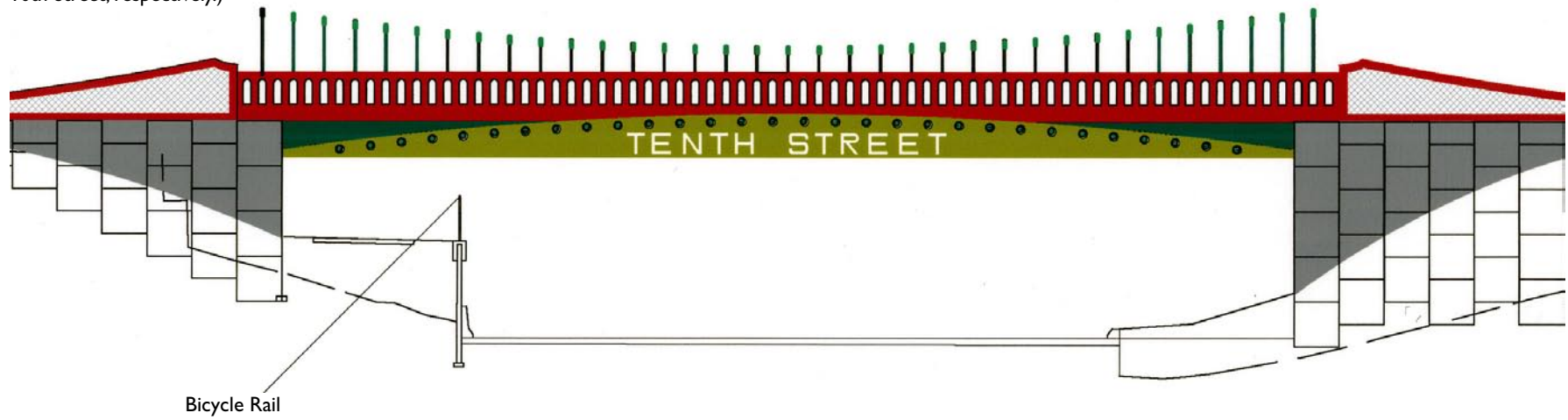
This study incorporates an arched facade into the span, as cladding. Green LED Bruck ALC lights illuminate the arch. Below the lights is the name of the connecting street, to provide reference and wayfinding. The standard Jersey Barrier rail is replaced with an open rail, some form of the historic “church window design” or a modern equivalent. The railing and transition tails are formed with integral color concrete, to match the brick red soil of Arlington. The MSE walls will carry patterned concrete (not illustrated). The transition tails feature stainless steel diamond plate tread, on both sides of the wall. Courthouse Road Bridge is featured above. 10th Street Bridge is featured below. The bridges are designed as a pair, but may be paired with other options. (Note: text on bridges will be revised to: Courthouse Road and 10th Street, respectively.)



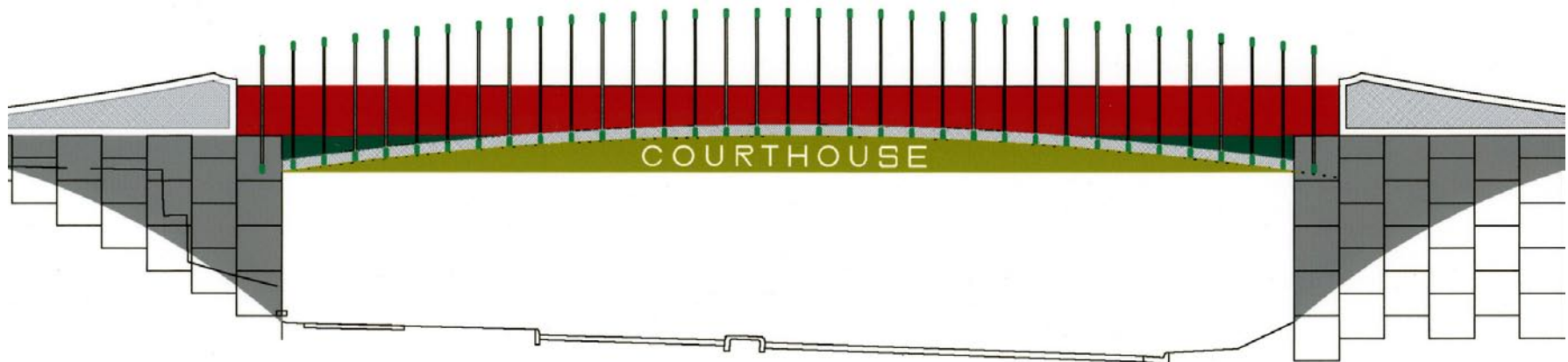
Option B: Bridge Study with double LED light arcs, integral-colored concrete open rail and transition tails, stainless steel diamond plate inserts, MSE patterned walls (not illustrated)



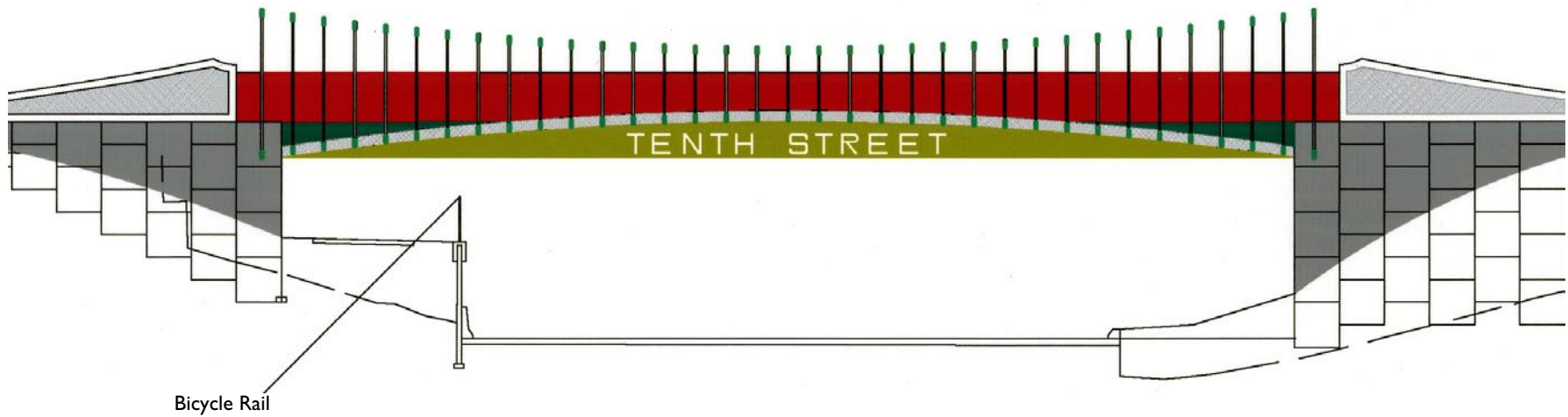
This study incorporates an arched facade into the span, as cladding. Green LED Bruck ALC lights illuminate the arch. Another light arc is suggested above the bridge. This arc either reflected or offset, is formed by arched poles that support another LED Light, a Supervision Green LED bulb housed in a Lumark Vaportite House. Below the lights on the span is the name of the connecting street, to provide reference and wayfinding. The standard Jersey Barrier rail is replaced with an open rail, some form of the historic "church window design" or a modern equivalent. The railing and transition tails are formed with integral color concrete, to match the brick red clay of Arlington. The MSE walls will carry patterned concrete (not illustrated). The transition tails feature stainless steel diamond plate tread, on both sides of the wall, terminating the form. Courthouse Road Bridge is featured above. 10th Street Bridge is featured below. The bridges are designed as a pair, but may be paired with other options. (Note: text on bridges will be revised to: Courthouse Road and 10th Street, respectively.)



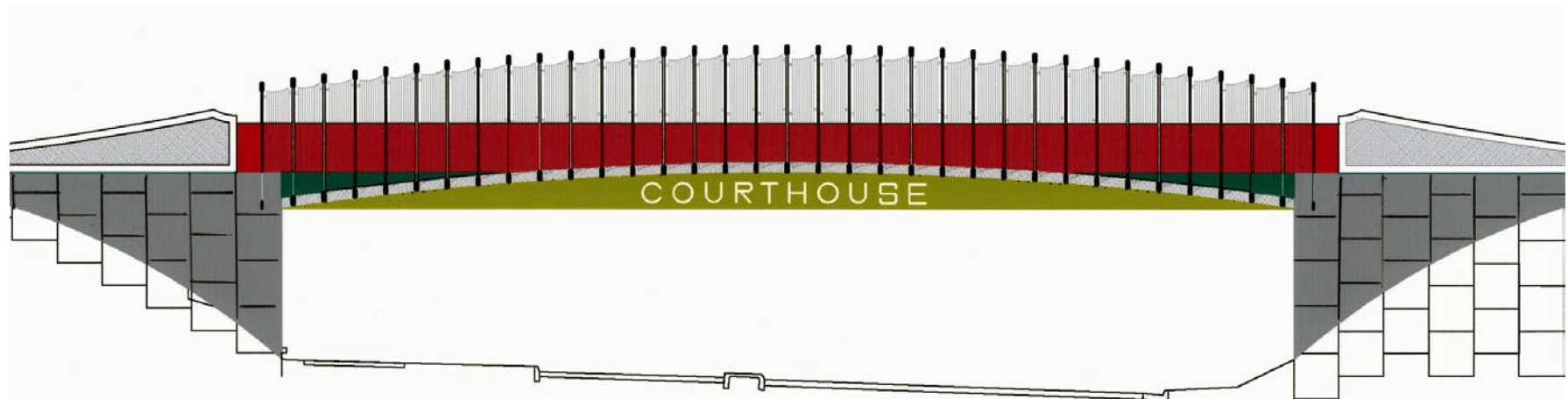
Option C: Bridge Study with double LED light arcs, integral-colored concrete rail and transition tails, stainless steel diamond plate inserts, MSE patterned walls (not illustrated)



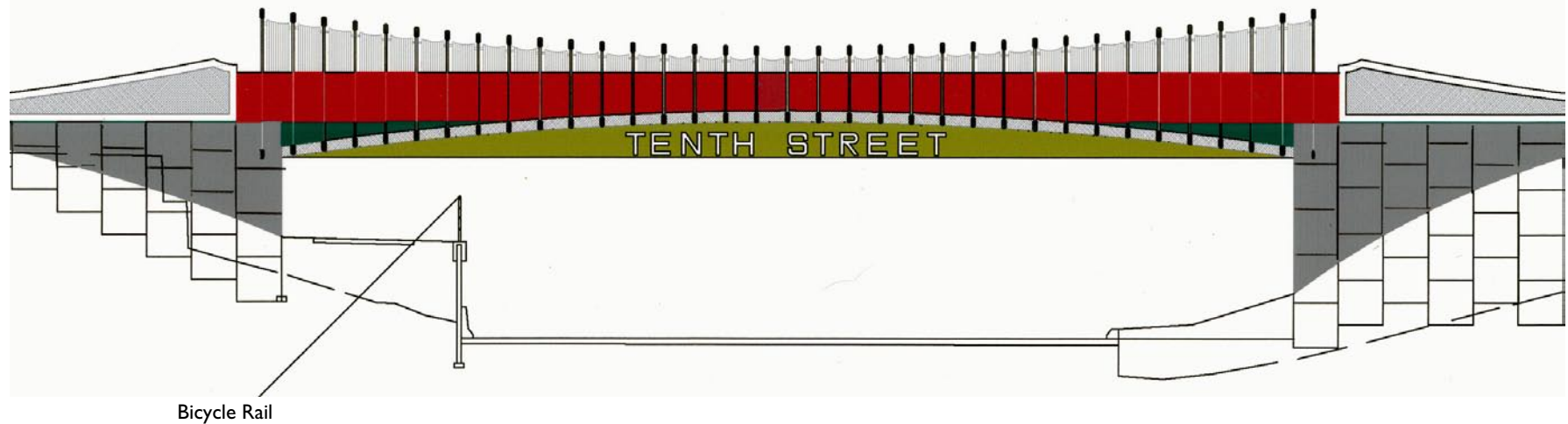
This study incorporates an arched facade into the span, as cladding. Double arcs are created with LED light armatures attached with a bracket to the side of the bridge. The arcs are illuminated with Supervision Green LED bulbs housed in Lumark Vaportite Houses. Below the lower light arc is the name of the connecting street, to provide reference and wayfinding. The barrier rail is solid to minimize distraction from the light arcs. The railing and transition tails are formed with integral color concrete, to match the brick red clay of Arlington. The MSE walls will carry patterned concrete (not illustrated). The transition tails feature stainless steel diamond plate tread, on both sides of the wall, terminating the form. Courthouse Road Bridge is featured above. 10th Street Bridge is featured below. The bridges are designed as a pair, but may be paired with other options. (Note: text on bridges will be revised to: Courthouse Road and 10th Street, respectively.)



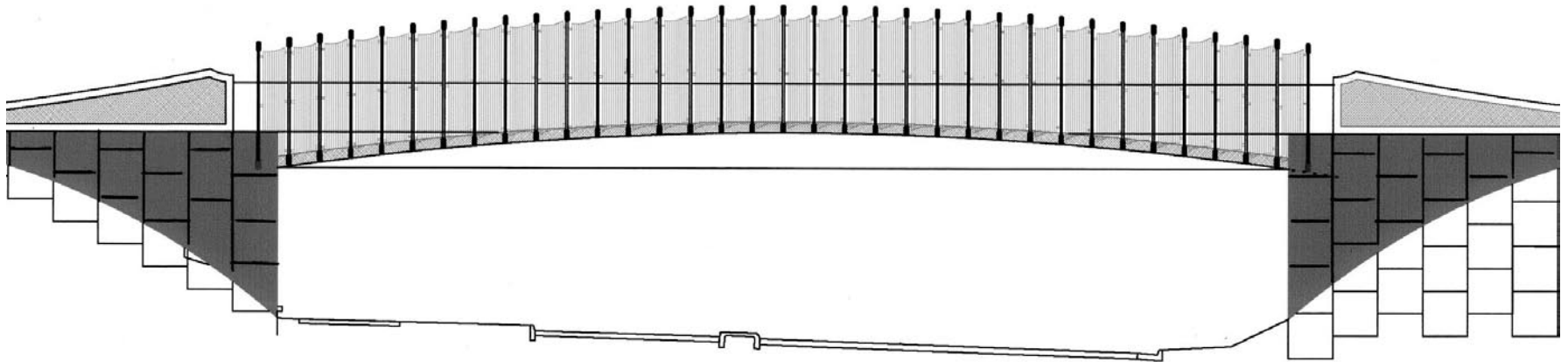
Option D: Bridge Study with double LED light arch with stainless steel mesh screen, integral-colored concrete rail and transition tails, stainless steel diamond plate inserts, MSE patterned walls (not illustrated)



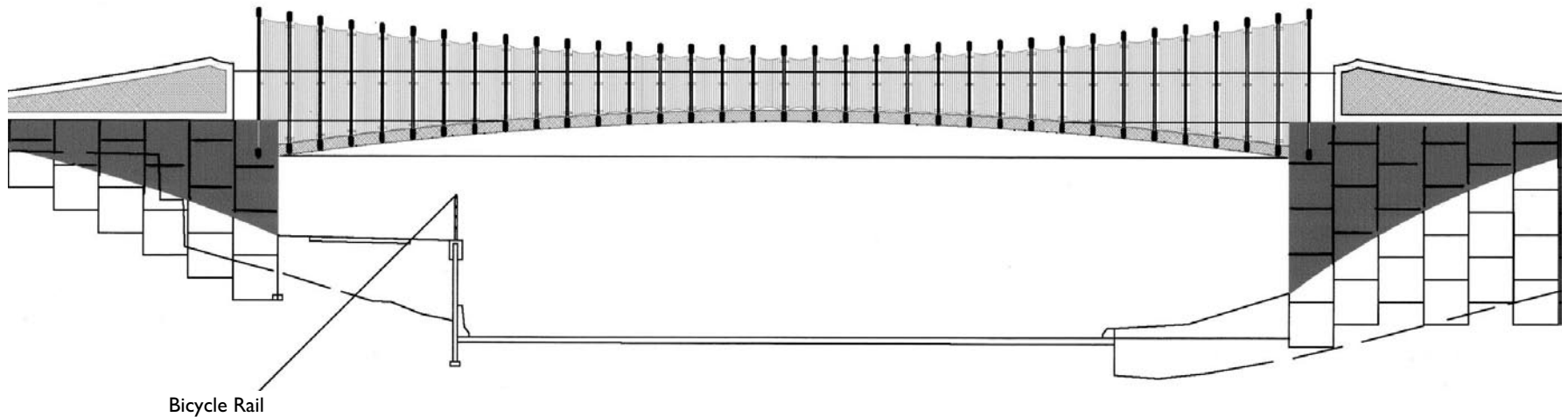
This study incorporates an arched facade into the span, as cladding. Double arcs are created with LED light armatures attached with a bracket to the side of the bridge. These supports carry stainless steel mesh screening to create a dramatic effect. The arcs are illuminated with Supervision Green LED bulbs housed in Lumark Vaportite Houses. Below the lower light arc is the name of the connecting street, to provide reference and wayfinding. The barrier rail is solid to minimize distraction from the light arcs. The railing and transition tails are formed with integral color concrete, to match the brick red clay of Arlington. The MSE walls will carry patterned concrete (not illustrated). The transition tails feature stainless steel diamond plate tread, on both sides of the wall, terminating the form. Courthouse Road Bridge is featured above. 10th Street Bridge is featured below. The bridges are designed as a pair, but may be paired with other options. (Note: text on bridges will be revised to: Courthouse Road and 10th Street, respectively.)



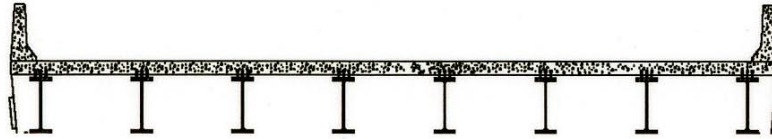
Option E: Bridge Study with double LED light arch with stainless steel mesh screen, integral-colored concrete rail and transition tails, stainless steel diamond plate inserts, MSE patterned walls (not illustrated)



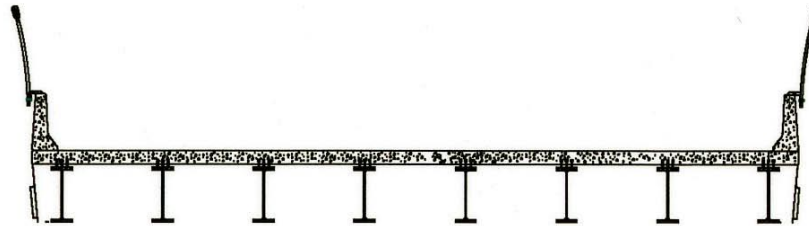
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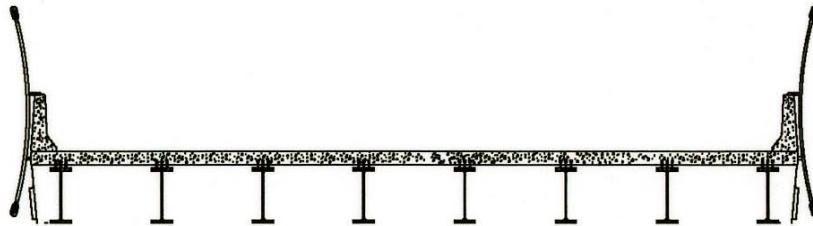
Option A Cross-Section



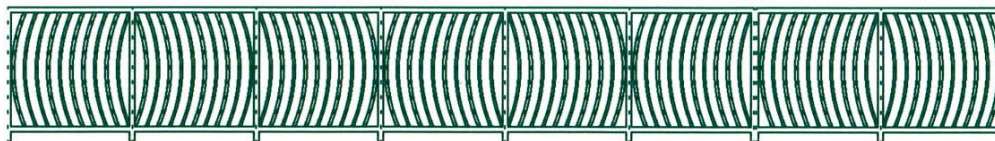
Option B Cross-Section



Options C, D & E Cross-Section



Proposed Bicycle Railing for 10th Street Bridge

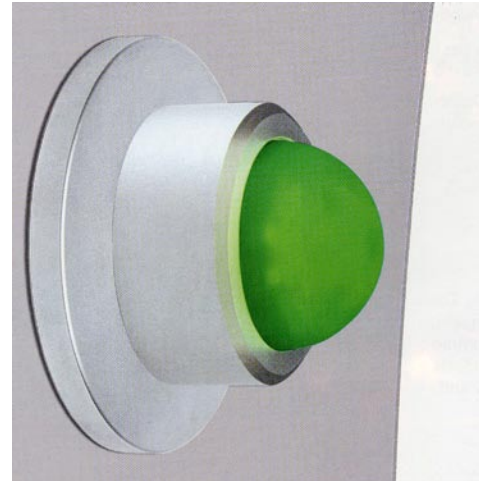


Left, cross-sections illustrated for the various bridge options: A, B, C, D, and E..

Below, bicycle rail at 10th Street Bridge.



Supervision Safety Light



Green LED Light
ALC by Bruck

Lumark Vaportite Pendant



Top left, Madison Street Bridge in Chicago, featuring the Bruck ALC Blue LED Light Fixture.

Top right, Bruck ALC Green LED Light Fixture. This fixture is proposed for Bridge Options A and B. It is sited in the facade creating a light arc.

Below left, Supervision LED Safety Light.

Below right, Lumark Vaportite Pendant Lamp House. This housing can be adapted to our light arc application by adding a nipple.

All of the LED lights have a rated life-time of 100,000 hours. This translates into 18 years at 15 hours per day. Adding light elements to the gateway bridges distinguishes them at dusk and at night, creating a memorable sense of place. We anticipate that the lights would be on approximately 15 hours a day. They would be on from dusk to daylight.



Top left, example formliner treatments: Dexter Lake Union Sycamore Leaf Patterns, 2'x2' square units, with 2-inch relief maximum.

Top right, example formliner treatments: Newport Way Retaining Wall, with Jell-O mold fish and coal textures. Maximum relief is 2-inches.



Below left, example MSE wall: West Galer Flyover with rope and tire tread relief. Maximum relief is 2-inches. Note the difference in the MSE grid. It is offset, creating a diagonal pattern movement over the form. The panel size is 5-feet by 10-feet.



Below right, Newport Way Wall, detail. Intimately scaled, this project speaks to residential scale and domestic themes. The Jell-O mold fish and coal textures represent the natural resources of the area, and at the same time relate to the Factoria Shopping Mall, from which the neighborhood derives its name.

All of the projects illustrated on this page include the formliner work of the Artist, Vicki Scuri.



Top left, red bud, heart-shaped leaf patterns. This distinctive leaf is one of many types found on the Arlington Boulevard Project site. This leaf is the inspiration for the pattern units on the next page.



All of these leaf forms found on the project site can provide inspiration for formliner designs. As we are removing a number of trees from the site in order to expand the roadway, it seems appropriate to pay homage to the trees, by celebrating their forms in the formliner designs. This choice would add an organic dimension to the grid and soften the impact of the concrete on the heavily wooded area.



One or more leaf types could be studied for incorporation into a leaf canopy theme, creating a blend of abstract forms with realistic leaf shapes. Overall, this touch could add a distinctive look to the street improvements while recognizing the importance of context and form.

Also, this pattern concept could be extended to future expansion of sound and retaining walls along Arlington Boulevard, by providing a family of patterns and forms that are related and yet distinct. The patterns could be mapped by neighborhood.

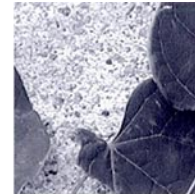
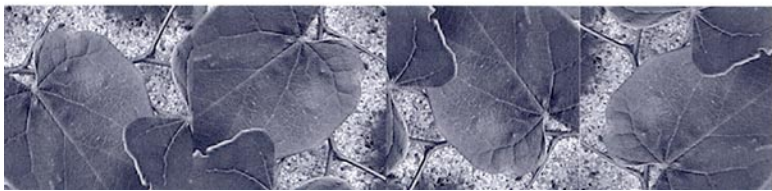
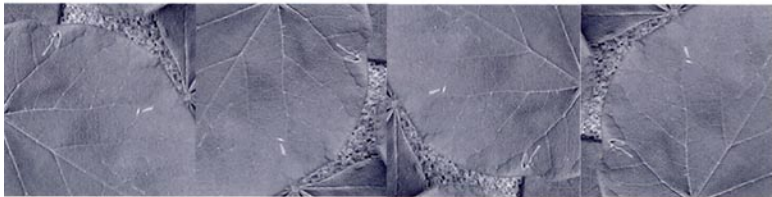
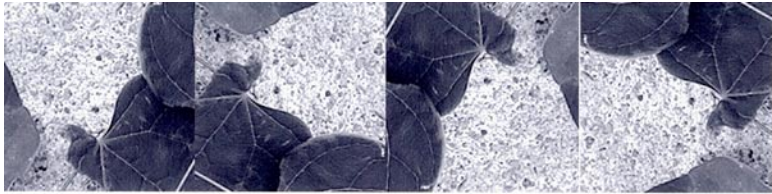
Note: at Memorial Grove I84 new trees will be added to the site, complementing our work and paying homage to the 184 people killed at the Pentagon during 9/11.

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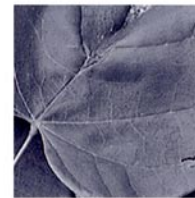
90

180

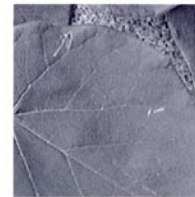
270



1-0



2-0



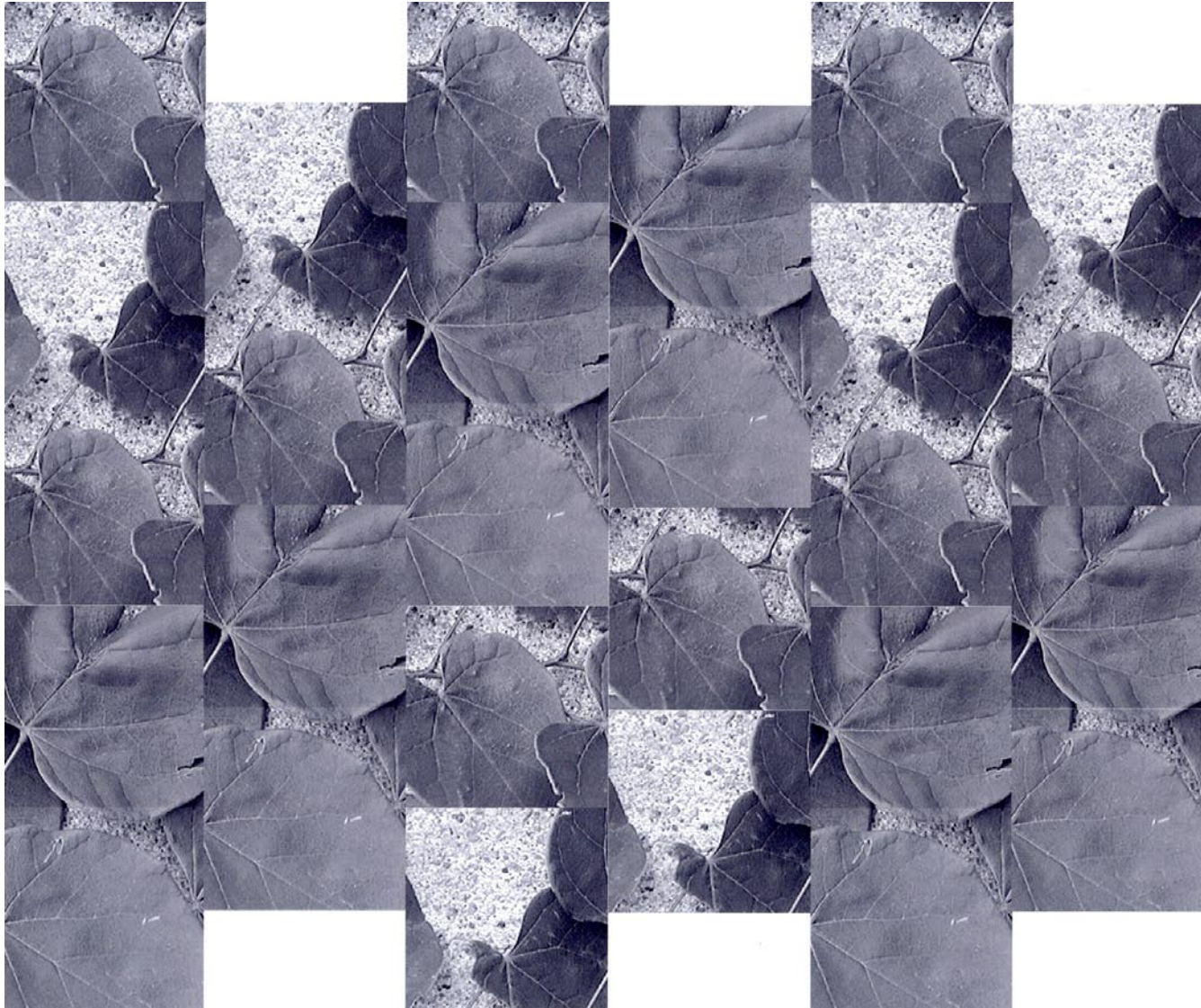
3-0



4-0

Left, four potential pattern units and their corresponding rotations: 0, 90, 180 and 270 degrees. Some or all of these rotations may be mapped into the pattern scheme.

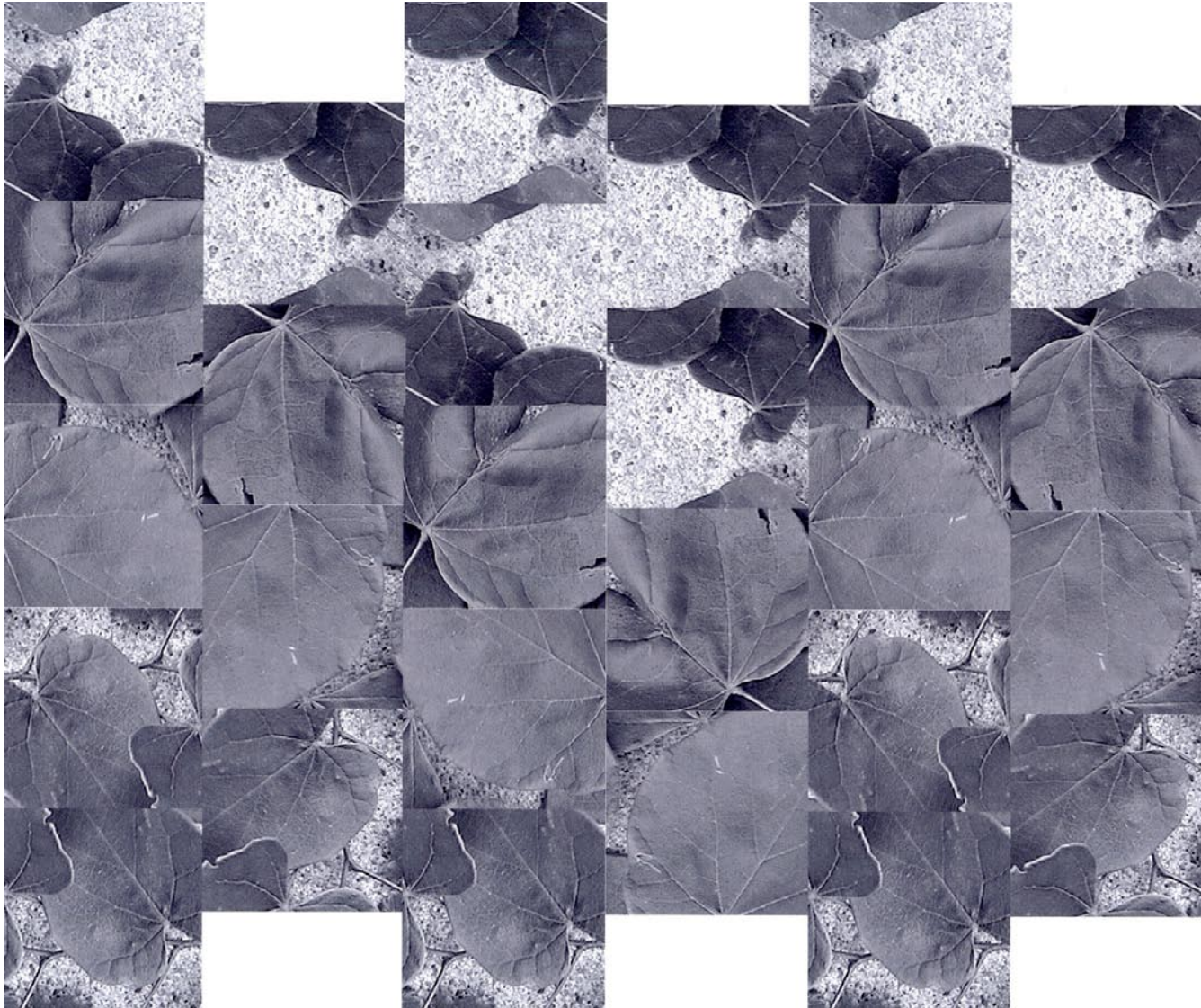
Right, four potential units, all derived from the heart-shaped leaf forms. While these units may not be the final units, they demonstrate that a rotated leaf concept is possible, when mapped into an MSE grid. On the following page, the units are mapped to create a pattern array.



Left, this pattern array combines units 1, 2, 3, and 4 from the previous page, and sets up a pattern sequence based on the 0-degree rotation.

This concept could be successfully translated to three-dimensions by utilizing a computer aided cutting process, combined with hand carving to create a three-dimensional leaf. The negative space or the voids, would be filled with river rock, creating an interesting texture that recalls the stone masonry work of the area.

The sequence could be varied to suggest the intricacy of the tree canopy found on the project site.



Left, this pattern array combines units 1, 2, 3, and 4 and sets up a pattern sequence based on a combination of rotations.

The abstraction of the leaf forms suggests landscape and sky forms, allowing the viewer's imagination to "read into the imagery."

As our project involves a significant number of retaining walls, it will be important to create a variety of patterns sequences that can be pattern mapped to create a variety of movements and feelings, creating poetic form. The organic, flowing pattern work is in counterpoint to the engineered highway forms. Taken together, a rich dialogue of counterpoints is created, making each statement stronger through its juxtaposition with its opposite.

Another important component for the site work is the landscape and greening. The patterned MSE walls will need to be coordinated with the landscape design, which has the potential to introduce another patterned element to the site. The green wedges of land that define our project, provide a canvas for a sculpted earthwork and dramatic planting plans.



Top left, brick pattern band in Court-house Neighborhood.

Middle left, the Quality Inn. One of our objectives is to connect this edge, the site of the proposed multiuse path, with the urban fabric of the downtown core and its surrounding neighborhoods. As brick pattern work is a theme throughout Clarendon, it seems appropriate to extend the pattern work to this site if a new sidewalk is proposed. This would promote a more cohesive look.



Top right, the Quality Inn site, adjacent to our project site. These grounds will be renovated in the near future. It is desirable for this entire area to become more pedestrian friendly with more accessible open space and enhanced greening. The proposed designs for Arlington Boulevard could be extended up Fairfax Drive.

Landscape Examples:



Below left, Seattle Streetscape Project, a model project that features drainage as amenity, transforming grass ditches into planted swales with perennials, native plants, ornamental grasses, and ornamental trees. The path is buffered from the roadway with a landscaped edge, including planted swales.



Below right, a planted swale with Arctic willow, river rock, and ornamental trees. This type of edge treatment could be adapted to areas of our project site, in particular along the multiuse paths, creating an enhanced walking or bicycling experience.



Top left, red sandstone sample. The color of this stone is very similar to that of the red rock wall at Fort Myer. Some version of this red hue would be a welcome addition to the existing sound and retaining walls. It could be applied as a red stain.

Top right, existing retaining wall, along Arlington Boulevard. This is one of many existing retaining walls. The amenity of these walls is that they follow the ground plane, resulting in interesting shapes. There is interest in making these walls more attractive, as their interesting shapes are visually dulled by the expanse of flat gray concrete, without the benefit of greening. In this respect, the walls detract from the site; they do not “give back.” This could be easily and cost-effectively mitigated by introducing the red earthtone color of the local red stone/clay and introducing drought tolerant plant materials along these walls, like Virginia creeper.



Below left, red rock wall, at Fort Myer.

Below right, Virginia creeper, covering a masonry block wall in Kirkland, VA. Virginia creeper is one of the heartiest vines for highway situations. It grows in nearly all soils and all conditions. Also, it provides seasonal change and interest throughout the year, turning bright red in the fall, and dropping its leaves during the winter months. It is an aggressive but manageable plant with a lot of personality.

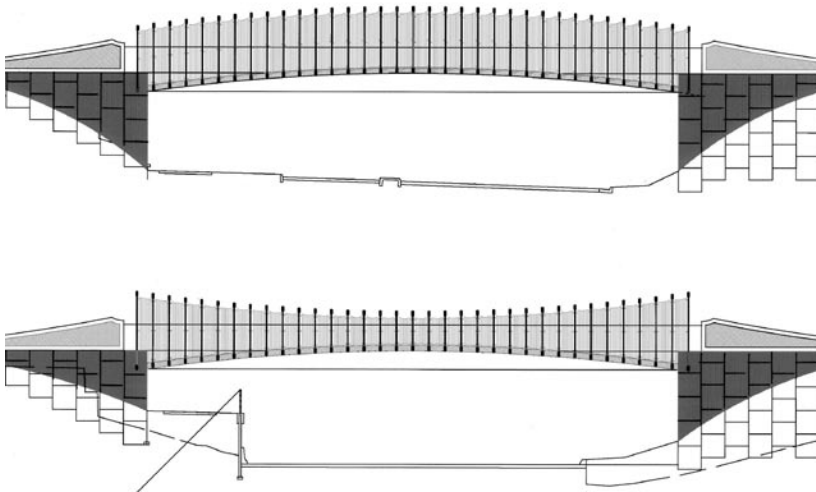


Top left, the Meade Street Bridge over-crossing leading into downtown Rosslyn. This over-crossing, at Arlington Boulevard has the potential to become a city gateway.

Top right, this example project, the Amgen Bridge in Seattle, WA features mesh screens and sculptural forms to celebrate the entry to Amgen, a biotechnology enterprise.

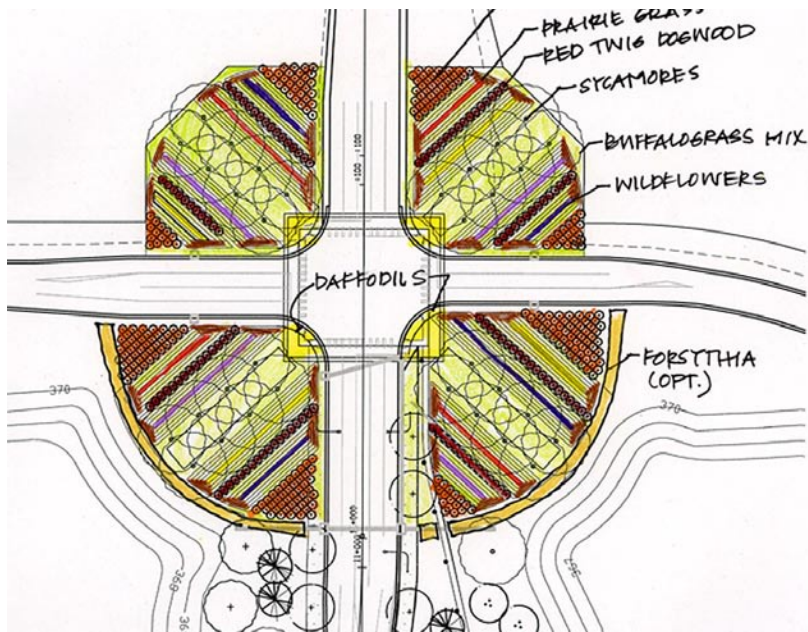
Below left, Option E: one of the bridge options developed for Arlington Boulevard. This option featuring stainless steel mesh screening could be adapted, developed and modified for this site, creating a celebrated gateway into downtown Rosslyn. Ideally, a "family" of forms, with some variation, would be extended to all of Arlington Boulevard, creating a distinct identity along Arlington Boulevard for Arlington County. Each bridge could be somewhat distinct, yet clearly related. As this site requires a missile barrier, the addition of a stainless steel screen is both attractive and functional.

Below right, another view of the Amgen pedestrian bridge in Seattle, WA. Sculptural form combined with exquisite detailing make this bridge an enjoyable pedestrian experience.





Top, cross-section of North Ohio Bridge Gateway Landscape, designed for Salina, KS by Vicki Scuri SiteWorks and Patti Banks Associates. This illustration shows the relative scale and heights of various plant materials and forms in relationship to the intersection. It is a bold display of geometry marking the intersection with an "X" of sycamore trees. Ground planes vary to create interest, providing swales for drainage and rises for definition.

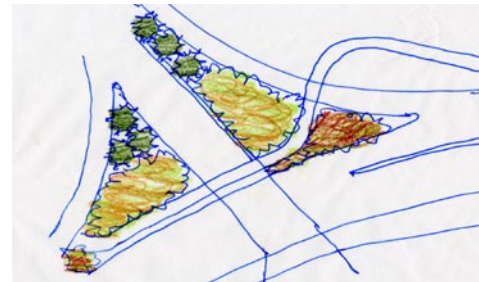
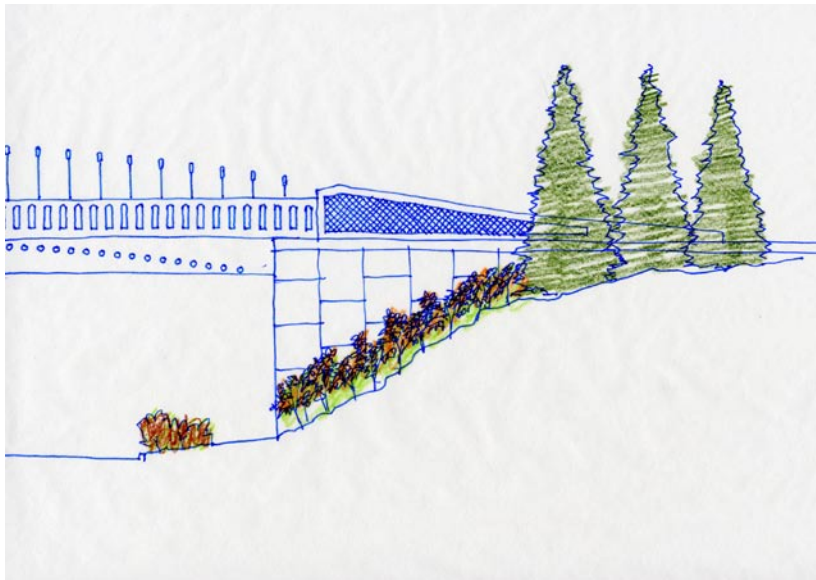


Below left, "X" Plan view of the gateway landscape designed for the North Ohio Bridge in Salina, KS. This corridor beautification project replaces the KDOT standard grass shoulders, similar to those at the Rosslyn interchange. It replaces the "grass generic" with a patterned landscape, marking an entry to downtown Salina. Plant choices are natives, hardy perennials, shrubs and trees that can withstand highway conditions. Once established, maintenance is minimal.



Middle right, a median in Rockville, MD. This colorful display of perennial plants and shrubs provides a good example of plant varieties, colors and textures. Our medians are highway scaled. Highway medians and gateways should include bold layout geometries and colorful plant palettes en masse, to create welcoming visual landmarks.

Below right, green shoulders at the Arlington Boulevard interchange, at Rosslyn. This site has great potential as a colorful entry leading into Rosslyn or onto Arlington Boulevard.



Top left, elevation of 10th Street or Courthouse Road Bridge with example landscape plan. Evergreen trees anchor the wing walls, terminating the horizontal expanse. Sumac planted en masse dominates the slope; a perennial and ornamental grass edge including nandina and lavender borders the path. Specific plant materials to be selected with a landscape architect, based on site and sun conditions.



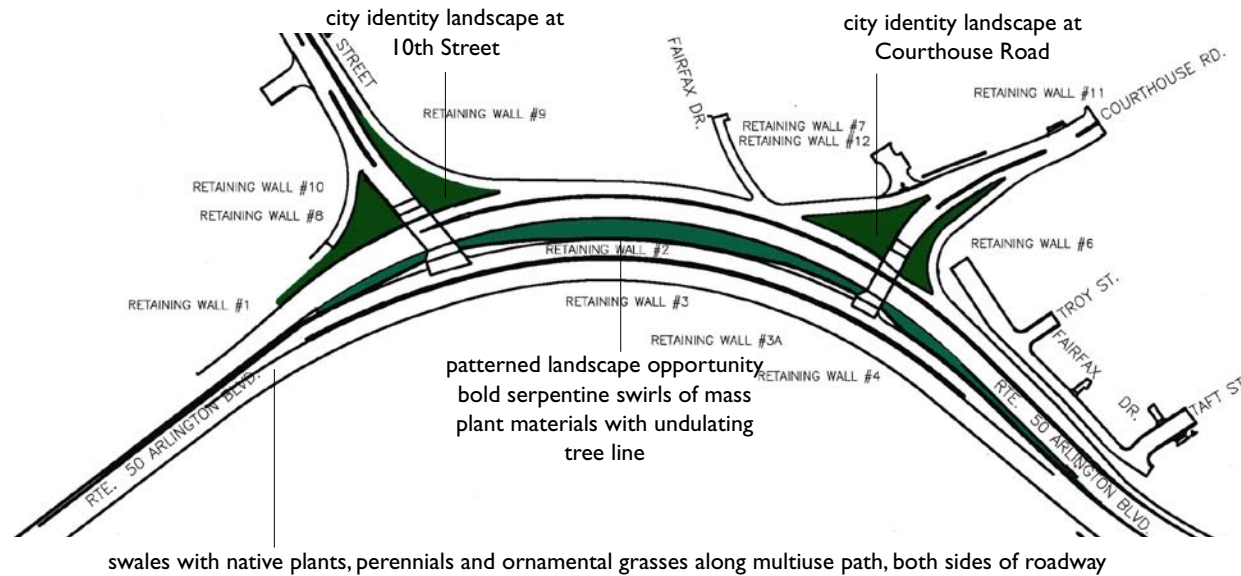
Top right, example entry way plan, illustrating en masse planting concept. Large expanses of colors and textures are desirable at entry and exit nodes. The look should be direct and bold.

Middle right, sumac.



Below right, example evergreen tree: spruce. While this tree may not be the correct choice for our site, an evergreen tree of form and stature is desirable to anchor the site.

Below left, example patterned landscape near our project site. While this landscape is too manicured for our application, the notion of creating bold swirls of plant materials, highway scaled, is applicable to our site. This approach is particularly applicable to the steep curving landform between the two roadways.

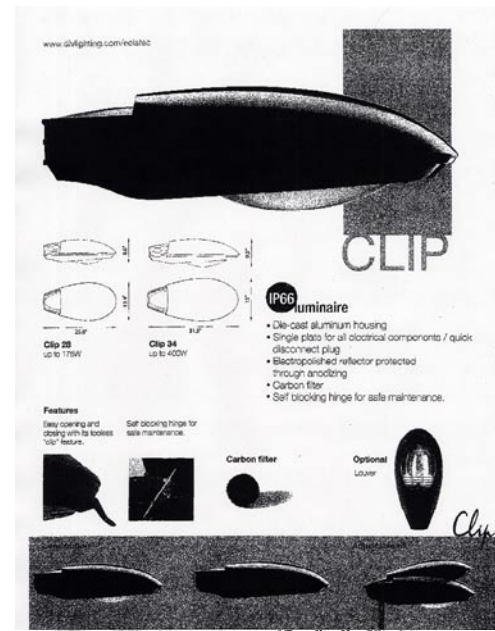


Top, site plan with landscape opportunities noted. This is a complex site, and the actual planting designs will need to be done in collaboration with Ann Kemble of RTKL, who is contracted for design of the memorial grove, adjacent to the project site on the west. Noted on the plan are broad-brush gestures.

Below right, example swale using native plants and perennials in Olympia, WA. This installation, along a strip mall and a busy arterial, demonstrates that environmentally sensitive plant materials can be both attractive and durable in a suburban arterial setting. Native plants, perennials and ornamental grasses suited to our plant zone, soil conditions and sun conditions, could be adapted to create an environmentally sensitive solution that solves drainage issues and provides pedestrian amenity.



Below left, existing trees at our project site. While many trees will remain, others will be removed in order to expand Arlington Boulevard. The stands of existing trees could be enhanced by selecting a variety of understory plants and ground covers that provide greater interest than grass to define the ground plane.



Top left, the Selux Retorno Light Fixture. This fixture is modern but classically inspired. It is elegant and stately. It would be an excellent choice for the pedestrian lighting along the bicycle path. Also, a special color and or graphic could be painted on the top of the reflector. This graphic, which could be as simple as a circle in a square, would be visible from Arlington Boulevard. It could provide a consistent element denoting Clarendon-Courthouse area, which the project brackets.

Middle right, the Corral Light Fixture provides another good option for pedestrian lighting. This light stick is contemporary yet classical. It too would be good choice for the site.

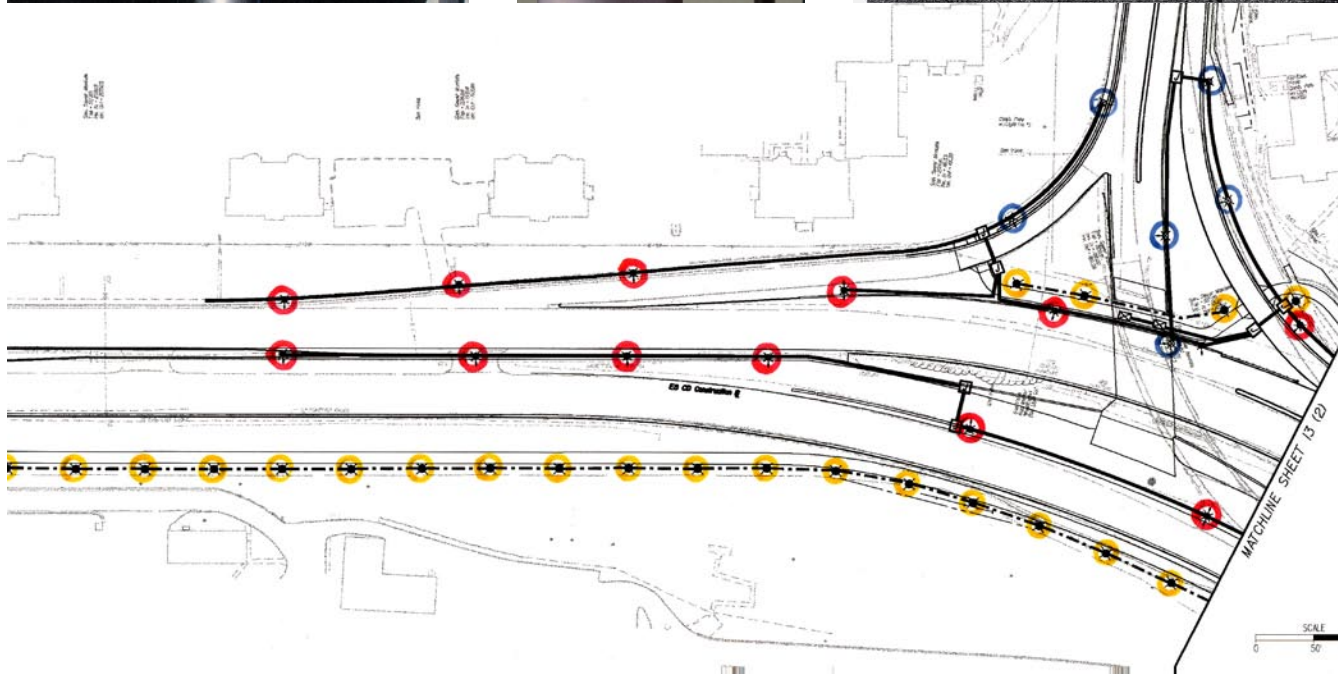
Top right, the Clip, by Diversified. This is one of several good choices for roadway lighting. See appendix.

With this project, Clarendon could show its innovative side, and move beyond colonial reproductions. Historically, many innovations have happened in Arlington County, including the Wright Brothers first sustained air flights, Brigadier General Albert J. Myer's establishment of the Signal Corps School, and the building of the Pentagon, just to name a few.

Below right, lighting plan illustrating the placement of fixtures at the site:

Yellow = Pedestrian Lighting: 15' pole
Red = Roadway Lighting: 40' pole
Blue = Roadway Lighting: 25' pole


©Vicki Scuri Siteworks






Ritorno

Designed to Gracefully
Weather the Elements

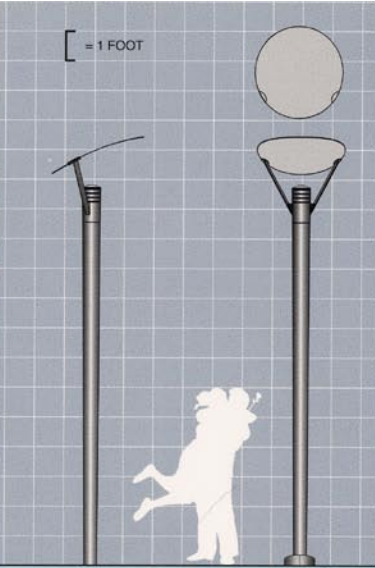


FEATURES

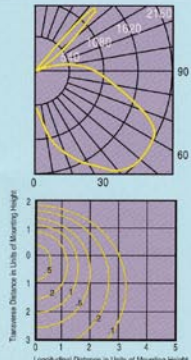
- High purity aluminum reflector enables high efficiency output
- Easy maintenance and longevity through exclusive use of marine grade stainless steel fasteners & threaded inserts
- Totally sealed optical chamber with highly temperature resistant silicone gasketing
- Convex, borosilicate glass cover formed to facilitate self-cleaning to provide even light output for years of operation (no light loss due to dust, dirt, etc.)
- Fixture, pole and cast base cover are designed to complement each other with stylistic integrity
- Die-cast base parts allow easy ballast access (1/4 turn and lift)
- No loose parts while relamping (top ring rotates to allow access to lamp chamber)



[= 1 FOOT




Photometric Data



ADDITIONAL INFORMATION

SELUX is committed to the highest standard of customer service. Our applications engineers can help you through every stage of your project and can work closely with you to modify standard products or create custom fixtures. For complete information about all SELUX products, including detailed specification sheets and photometric data for RITORNO luminaire, visit the SELUX website at www.selux.com/usa or call Customer Service at 800/735-8927 (800/SELUX/CS)



LIGHT

Artificial light is perhaps the most fundamental requirement of modern civilization. For over fifty years, SELUX has been a leader in the development of advanced lighting products that have helped transform light from a mundane necessity into a vital, vibrant architectural and design element.

IDEAS

As a multinational company, SELUX calls upon the talents of engineers and designers in both the US and Europe to deliver the most innovative concepts in lighting design. And in our New York facility, we back up this global perspective with the strength of American technology and manufacturing capability.

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At SELUX we believe in a systems approach. Each design features a variety of mounting configurations and reflector options. This system-oriented flexibility allows for a tremendous variety of visual and photometric effects.

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8-45093-00 11/00 16M

Left, Selux Ritorno Light Fixture cut-sheet. This fixture is proposed for the pedestrian path. It features an indirect light source with a reflector. This very modern, but classically inspired design could provide a distinct edge to our project. The light from this fixture is soft, bright and glowing. It is truly regal and it creates a great pedestrian atmosphere.

Also, the poles and the reflectors could be custom painted to include a simple but elegant graphic, which reinforces the identity of the Courthouse neighborhood.

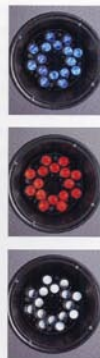


Left, Selux Corral Fixture cut-sheet. This fixture is an alternate proposed for the pedestrian path. It features a fluorescent light source to create a louvered light stick. This elegant fixture is sleek and modern, proving an updated look for Clarendon.

ORION LED SERIES



HL ML FL TL NR BG



ORION MR 16

The ORION MR 16 has the same compact dimension of today's MR-16 but incorporates LED technology. The ORION MR 16 produces brilliant colors without the use of colored filters. It has low heat and power consumption, no UV emission, and 20 times the life of a conventional MR-16 lamp. With the smart IC board it handles voltage variations of 9v to 15v.



16 LED
616,35 1.7W

Art. No.	Color
135101mc	matte chrome, led white
135102mc	matte chrome, led blue
135103mc	matte chrome, led green
135104mc	matte chrome, led red
135105mc	matte chrome, led amber

ORION AL

Shown with conduit attachment accessory (not included).

The ORION AL is a watertight LED fixture for indoor and outdoor applications. Hardwired fixture. The smart IC board handles voltage variations from 100v to 277v. Specify clear or frosted glass.



16 LED
1.7W

Art. No.	Color
135301	matte chrome, led white
135302	matte chrome, led blue
135303	matte chrome, led green
135304	matte chrome, led red
135305	matte chrome, led amber

ORION E26

ORION E26 is a medium Edison base LED fixture with a smart IC board to handle voltage variations from 100v to 277v. Specify clear or frosted glass.



16 LED
E26 1.7W

Art. No.	Color
135201	matte chrome, led white
135202	matte chrome, led blue
135203	matte chrome, led green
135204	matte chrome, led red
135205	matte chrome, led amber

Left, the Orion LED Series cut-sheet. The Orion ALC fixture is proposed for Bridge Options A and B. It is a very attractive LED fixture designed for tough sites. It comes in a variety of colors: red, green, blue, amber and white. Its life expectancy is 100,000 hours or approximately 18 years at 15 hours per day. This light is recommended for the light arc within the bridge facade face. The proposed color is green or blue.



Envision Direct Incandescent Replacement LED Lamp uses an Edison base, is maintenance-free, easily installed, 100,000 lamp life hours, low power and standard intensity. Best suited for beacon markers, architectural lighting, security and safety lighting applications.

CATALOG NUMBER	COLOR	VOLTAGE
EV201023	red	120

TECHNICAL SPECIFICATIONS

Meets L-810 FAA approved Steady Burn Red Obstruction Light Standard Class 1
 Beam Spread: 360 degrees, 10 degrees vertical
 Power: 8 watts
 Input Voltage: 85-125 VAC
 Intensity: 30=70 candelas
 Color: Red
 Total LEDs: 160

OPTIONS:

Colors: Red, Yellow, Blue, Green, White
 Voltage: 220 VAC
 Light Intensity: 71-150 candelas

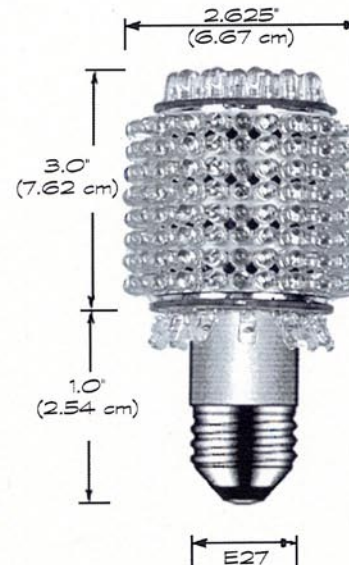


VAPORTIGHT PENDANT MOUNT

SAFETY AND SECURITY
LUMINAIRE

200-300W

Incandescent



Left, The Supervision LED Safety Light. This fixture paired with the Lumark Vaportite Housing is proposed for the light arcs, which are bracketed to the bridges: options C, D, and E. The Supervision LED Safety light comes in a number of colors, listed below. The proposed color is green or blue.

Supervision: 770-486-4800

Supervision Envision Direct Incandescent Replacement LED

Catalog Numbers: All Colors (below)

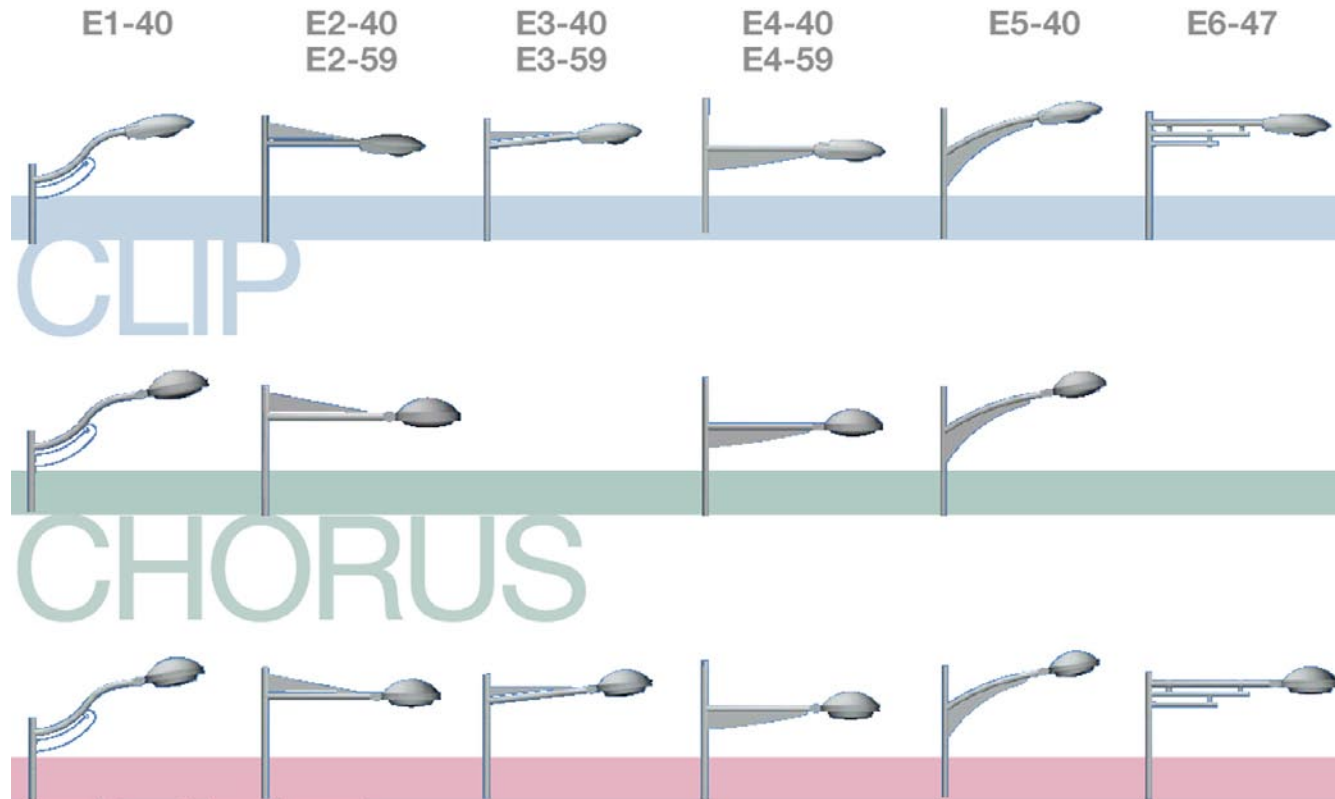
EV201023 (red)

EV201025 (white)

EV201027 (blue)

EV201029 (green)

EV201031 (amber)



Left, The Clip and the Elip Cut-sheet from Diversified Lighting. A sleek, modern approach is recommended for the roadway lighting. Some variation or combination of the light fixtures illustrated on this page is recommended for further study.

Mountings



Top



Side

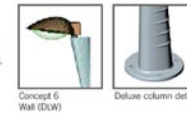


Wall mount



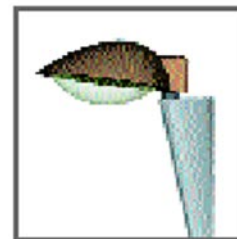
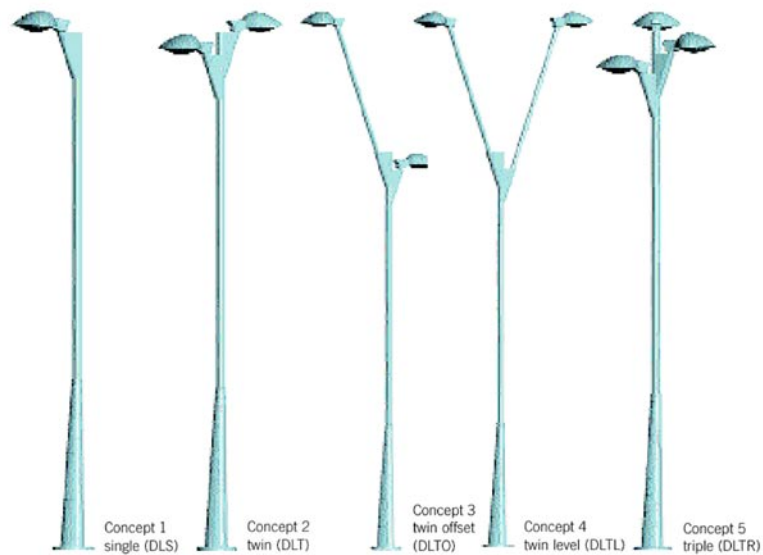
Deluxe Columns & Brackets

A range of deluxe columns and brackets, designed by Xavier Listosella Vidal, architect and concept designer of Petxina, is available on request. The concepts shown here are subject to special quotations from Holophane. Please state concept code when enquiring.

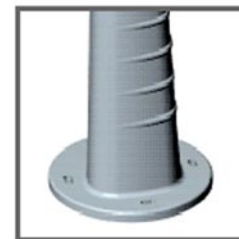


Left, The Petxina by Halophane, is organically inspired. This fixture meets dark sky ordinances. It is recommended for further study as a possible roadway fixture for our project.

Ideally, roadway lighting fixtures will be both functional and evocative, adding character and identity to the overall project. This fixture is particularly intriguing because it is so organic, and it would compliment the landscaping opportunities at our site.



Concept 6 Wall (DLW)



Deluxe column detail